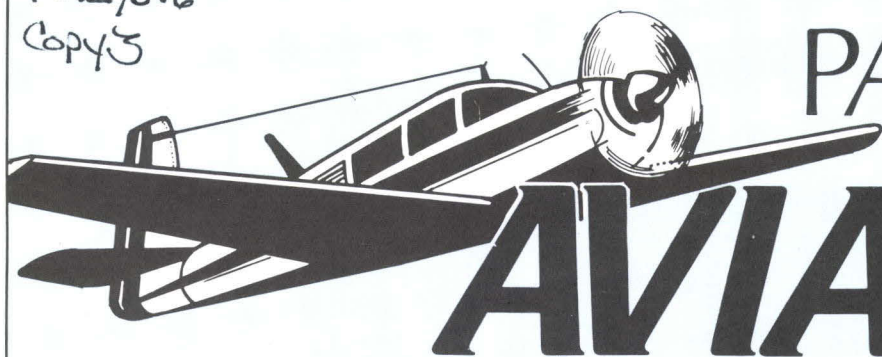


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PALMETTO

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May/June, 1992

Pilot of Sioux City Aircraft Disaster Says Preparation the Key to Survival

Al Haynes, the retired pilot from United Airlines, has seen the disaster that no one will ever forget — flight 232 which crash landed in Sioux City, Iowa, on July 19, 1989, miraculously saving the lives of 180 of the 293 passengers.

Haynes is now travelling, recalling that infamous flight and how he brought the aircraft down just short of the Sioux City runway. The plane, crippled with complete engine and complete hydraulic failure, cartwheeled to a crash landing where waiting aircraft crash fire and rescue personnel were alerted.

In May, Haynes spoke to an Aircraft Rescue and Firefighting

Training Symposium sponsored by the S.C. Aeronautics Commission. The symposium was designed to bring together those people who make the decisions on how to teach aircraft firefighting and rescue techniques making Haynes' remarks particularly timely.

He said that initially because of what the cockpit crew observed, he believed there would be no survivors of the crash. Haynes credits so many lives being saved to "luck, communication, preparedness and cooperation."

He said the symposium would do well to get local communities involved as much as possible in preparing for disasters so they will

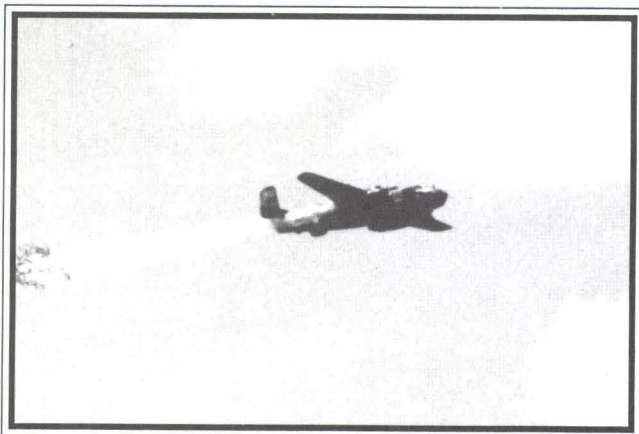
be ready to respond when such a catastrophic event takes place.

Haynes admitted that before they decided on the Sioux City Airport, they considered a 4,000 foot runway which was closer but later changed their minds.

About fifty people attended the working symposium at the Myrtle Beach Sheraton, April 30 to May 1, ranging from FAA personnel, airport fire safety and rescue personnel, to state fire officials who are in the planning process of the state Fire Academy.

The Fire Academy was recently awarded a grant from the FAA to house a regional aircraft firefighting and rescue facility.

Doolittle Raiders Celebrate Anniversary



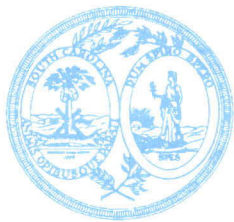
Doolittle Raiders and the City of Columbia celebrated their 50th Anniversary with dedications, ceremonies, balls, and flyovers of the B-25 "Yellow Rose" (I) and F-16 Falcons. *More inside.*

Columbia Metro Employee Retires After 24 Years

After 24 years with the Columbia Metropolitan Airport, Charles Taylor will begin a new and exciting chapter in his life — that of retirement.

"Retirement will be a new challenge because I've never retired before," said Charles. When he began working with the airport in 1968, 30 employees made up the airport staff, public parking con-

See Page 6, Charles Taylor



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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From the Directors Desk

Everyone's Worst Fear

An aircraft accident is everyone's worst fear. Certainly it is for the operator of a General Aviation Airport.

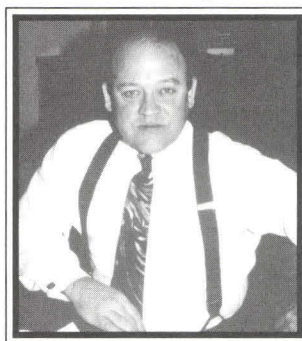
Last week, I had the pleasure of listening to Capatin Al Haynes, the pilot of United Airlines 232 that crash landed in Sioux City, Iowa follow-

ing a massive engine failure. His talk centered on his experience and why he thought

they were successful in saving 184 of the 250 lives involved.

He credits the success to luck, preparation, communication, execution, and coordination.

As he was speaking, I kept thinking of the air carrier airports in our state and their relative preparedness to handle such a catastrophe. Then he mentioned that at one



John Park

stage during their ordeal, they were going to land at a 4,000 foot general aviation airport.

Instantly I realized that each of our airports, air carrier and general aviation alike, could be the spot for a mass disaster similar to this. How prepared are we?

It's not just the airport.

It's the entire community.

Could your town, city, or county respond to an airliner crash? What is your community's plan for emergency response? Do firefighters, medical personnel, police know how to get to and on your airport?

What communication procedures have you set up? In short, could they respond if they had to? Granted, it's a one in a million chance that it would ever happen at your airport. But if you are prepared for the big one, your capability to handle a smaller crash has got to be better.

Think about it.

John Park

High School Program Offers Aircraft Maintenance Training

Foothills Career Center in Greenville is now offering training in aircraft maintenance.

The high school career center was recently awarded an Education Improvement Act grant from the S.C. Department of Education which includes money for an aircraft maintenance mechanics curriculum for the next school year.

Long range plans for the pro-

gram are to integrate it with the Aircraft Maintenance program at Greenville Technical College. This will allow students to exempt certain courses once they graduate and enroll at Greenville Tech.

Part of the equipment purchased by Foothills was a Piper Cherokee 140 airplane, several airplane engines and avionics equipment.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport.

Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228.

Phone: (803) 822-5400, or 1-800-922-0574.

State Aviation Art Winners Announced

The state winners of this year's International Aviation Art contest selected by the S.C. Aeronautics Commission are: Ashley Leaphart, an 8-year-old from Oak Grove Elementary in Lexington, and Chevy Cook, an 11-year-old from John P. Thomas Elementary in Columbia.

Ashley and Chevy were presented awards for their outstanding artwork by the Commission May 13 during the Aeronautics Commission monthly meeting.

The theme for this year's contest was "My Favorite Air Sport." The contest was sponsored by the Aeronautics Commission, and by

the National Aeronautic Association, National Association of State Aviation Officials, the FAA, and in cooperation with Federation Aeronautique Internationale. The art contest was designed to help children of F.A.I. member countries become more familiar with Aeronautics and Astronautics.

Artwork submitted by the children were placed in categories: I. Ages 5-8, and II. Ages 9-12.

"Thirty-three of the States participated in this year's contest with over 5,000 entries received," said Terry Jessup, NASAO/CARE's Director Of Technical Projects.

Johnson, 18-year Employee, Retires

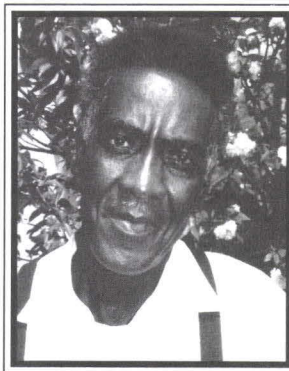
After more than 18 years with the state Aeronautics Commission, Cleo Johnson, a trades worker, is retiring.

Johnson's duties included groundskeeping, equipment maintenance and small repairs for the agency.

"Cleo Johnson is one of the finest employees this state has to offer," said John Park, Director of the Aeronautics Commission.

"He's a dedicated professional who knows his job and does it, quietly, correctly the first time. He was one of the first people I met at this agency and one that I would not forget."

Park also added, "I look at him



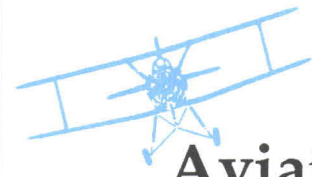
Johnson

Cleo enters into retired life, all of us at the agency wish him well and hope that he enjoys the rest he so rightly deserves" Park said.

We wish him all the best. We'll miss you, Cleo!

and think that if all the employees were as dedicated as he was, my job would be easy."

"As



Aviation Calendar

May 17

Breakfast Club
Columbia Downtown--
Owens Field

May 24

Breakfast Club
Twin Lakes Airport
Graniteville

June 7

Breakfast Club
Woodward Field
Camden

June 21

Breakfast Club
Timmonsville Airport

June 27

AOPA
Second Annual Fly-In
Frederick Mun. Airport
Frederick, Maryland

June 28

Breakfast Club
Greenwood Airport

July 2 - 5

Freedom Weekend Aloft
Donaldson Center

July 5

Breakfast Club
Open Date

July 19

Breakfast Club
Greenville Downtown
Greenville, SC

July 19

Thunderbirds
MCAS Cherry Point
Open House
Havelock, NC

July 31-August 6

EAA Convention
Oshkosh, Wisconsin

November 9-12

S.C. Airports Conference
Sheraton Hotel
Columbia, SC

Do you want to belong to the South Carolina Aviation Association?

The S.C. Aviation Association is for anyone interested in aviation -- pilots, mechanics, airport commissioners, etc. Just send your name, address and phone number with \$25 dues to SCAA, PO Box 280426, Columbia, SC 29228 or call Frank Anderson, president, at (803) 596-3670.

Doolittle Raiders Invade Columbia --

Over thirty-five Doolittle Raiders came to Columbia recently to reminisce about airplanes, old girl friends and the good times they had together during World War II.

In February 1942 the mood of the United States was at an all time low, just months after the bombing of Pearl Harbor, but a squadron of brave airmen known as the Doolittle Raiders volunteered to fight a good fight.

Lt. Col. Jimmy Doolittle spear-headed squadrons of the 17th Bomber Group and the 89th Reconnaissance Squadron who had just arrived from Oregon to set up headquarters at the Columbia Army Air Base (now the Columbia Metropolitan airport).

Doolittle met with top officers and asked for volunteers for a special job he described as "interesting but dangerous mission." Doolittle said he could reveal little more than it required B-25 experience. The planes would have maximum bomb loads and would have to take-off within 500 feet.

At the time, it seemed a near impossible task, but all pilots on the base volunteered. Doolittle selected the crews, and for a week, they trained in Columbia. Doolittle marked off one runway to resemble a flight deck of an aircraft carrier

Thirty-five Doolittle Raiders made Columbia their home base again for their 50th Anniversary Reunion where they were honored for their bravery.



and conducted exercises. After one week, the crews were off for more intensive training at Eglin Air Force Base in Florida.

On April 18, 1942, the 80 airmen took-off in B-25 bombers from the carrier USS Hornet, flew 600 miles over enemy territory and bombed the Japanese.

The raid was successful, but all 16 aircraft were lost.

Seven men didn't make it: three were executed by Japanese, two drowned, one died after bailing out and one died of disease.

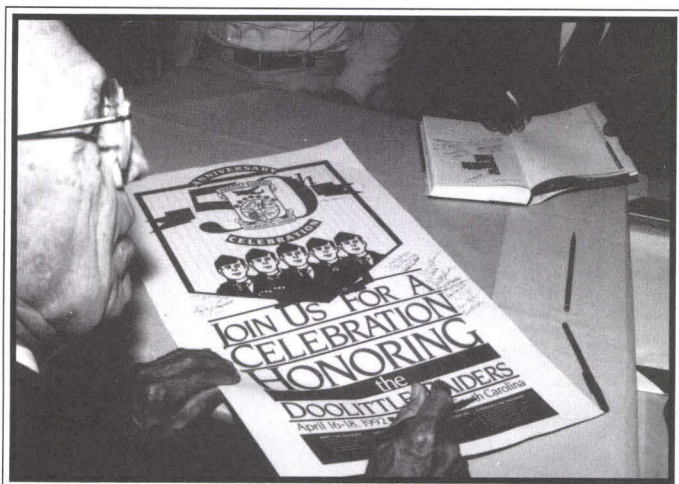
Each year, the remaining Raiders meet to commemorate the famous raid.

Now, 50 years after this historic event the Doolittle Raiders came back to their home base in Columbia to celebrate their victories and

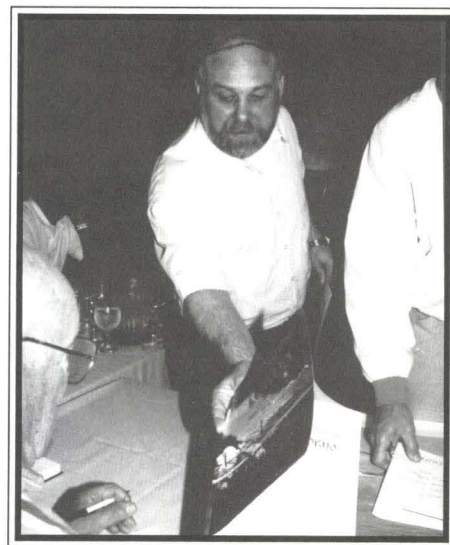
life experiences.

They arrived by car and plane from all parts of the United States and participated in autograph and book signing parties, an opening of a play depicting their part in history, dedication ceremonies of a B-25 bomber and a scale model of the USS Hornet. The highlight of their stay was a big celebration in 1940s style, the Jimmy Doolittle Ball which featured popular jazz and dance music with a 17-piece big band orchestra at the Coliseum decorated in the style of a WWII USO.

For the most part the Raiders were surprised by the turnout at all the events. There were hundreds of people lined up at the Marriott



Hundreds of people lined up to get the Raiders to sign books, programs and lithograph prints depicting their famous raid over Tokyo in 1942.



But This Time It's Just For Fun

Hotel waiting to buy souvenirs, books, posters and buttons for the Raiders to autograph. Many people waited in line for hours to get a glimpse of living history.

Hundreds of others bought tickets to the Jimmy Doolittle Ball at the Carolina Coliseum in hopes of creating their own history through nostalgic music, period uniforms and good fun.

But the largest crowds could be found at the State Museum where people looked excitedly at a restored B-25 trainer which was dedicated in honor of the Doolittle Raiders to the State Museum. The B-25 trainer is none other than "Skunkie" which crashed into Lake Greenwood.

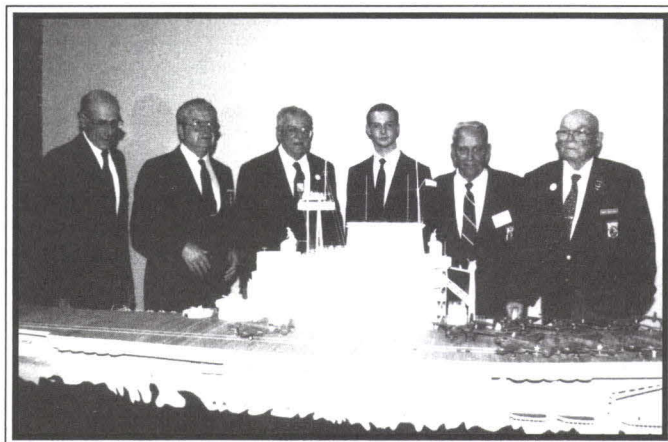
Daniel Rossman of Roswell, Georgia, was a student pilot on the B-25 which ditched into the lake on June 6, 1944. "Skunkie" was recovered from the lake in 1983 and has been restored by mechanics at Midlands Aviation and many volunteers.

Also at the museum dedication was Ryan Spencer who wasn't born until many years after WWII, but he contributed something very special to the Doolittle Raiders reunion, a replica of the USS Hornet.

The Hornet was the carrier used by the Raiders during their famous raid.

The 12-foot model was built

Ryan Spencer (c) donated his model of the U.S.S. Hornet in honor of the Raiders during a special ceremony at the State Museum.



from scratch. "I've always had an interest in aircraft carriers, especially the Hornet," said Spencer. "I contacted Brigadier General Richard Knobloch (of the Raiders) and asked if he would be interested in my doing a project for the Doolittle Raiders. He asked if I would like to make a model of some sort for them. I thought of making the Hornet as a gift to combine the two ideas."

Spencer made the model from plywood and metal, using pvc pipe for the gun turrets. Piano wire and wire mesh also were used for construction.

The model, a testament to patience and steady hands, was constructed without the advantage of design plans. Spencer constructed the model strictly from photos he obtained from crew members.

"I tried the Smithsonian and

other sources, but no one could give me the plans."

After seven months of work, his Hornet was completed and is now on exhibit.

State Museum Curator Fritz Hamer added, "this will make an excellent complement to our major exhibit on World War II, as well as to our permanent exhibit on aviation and the Doolittle Raiders."

The finale of the event was a cannon salute which echoed across town as the Yellow Rose, a B-25 "Mitchell", and F-16 Falcons roared overhead of the cheering crowds.

Afterwards, many families toured the Yellow Rose at Columbia Downtown Owens Field.

The B-25 medium bomber is just one of a few surviving airplanes of the Confederate Air Force Museum. The Yellow Rose was surrounded by history buffs and those who fought remembering, to their children and grandchildren, what it was like to live during that part of history. Many toured the aircraft and got a glimpse of what their relatives experienced.

The Doolittle Raiders reunion was a study in remembering and reminiscing among themselves about past events, but more importantly it was an opportunity to share their experiences with the young so they would remember.



Fun and excitement were the passwords as Ron Claypool (l) and Earl Yerrick of EAA Chapter 242 pose in period uniforms in front of "Skunkie" a B-25, and an antique car.

Six General Aviation Airports Receive SCAC Funding

Six general aviation airports received funding for improvement projects from the State Aeronautics Commission. They are: Pickens County Airport, Greenville Downtown Airport, Spartanburg Downtown Airport, Woodward Field in Camden, Berkeley County Airport and the Georgetown County Airport.

The Aeronautics Commission held their regular monthly meetings in April and May, and approved more than \$130,000 for airport projects. When completed, the projects will generate more than a million dollars when combined with local and federal funding.

Commission Chairman Jim Hamilton announced the state allocations:

◆ **Pickens County Airport** -- \$30,662 for installing a non-directional beacon and construction of an apron. This airport improve-

ment project was funded with 5 percent state and local funds, and 90 percent federal funds, for a total project cost of \$450,212.00;

◆ **Greenville Downtown Airport** -- \$35,854.00 to install medium intensity runway lights on runway 9/27, and install taxiway markers on parallel taxiway. This project is funded with 50 percent state and 50 percent local sources, for a total project cost of \$71,708.00;

◆ **Spartanburg Downtown Airport** -- \$14,000 for engineering design services in connection with overlay of taxiway and expansion of aircraft parking apron. This project is funded with 50 percent state and local funds for a total cost of \$28,000;

◆ **Woodward Field** -- \$6,956 for airport drainage improvements. This airport improvement project was funded with 5 percent state funds, and 90 percent federal

funds, for a total project cost of \$139,123.00;

◆ **Berkeley County Airport** -- \$23,315.81 to rehabilitate runway 5/23 and update airport layout plan. This project is funded with 5 percent state, 5 percent local and 90 percent federal sources, for a total project cost of \$466,316.22;

◆ **Georgetown County Airport** -- \$25,000 for geotechnical testing and surveying, and preliminary design for reconstructing runway 5/23. This project is funded with 50 percent state and local funds for a total cost of \$50,000.

The Aeronautics Commission is responsible for fostering air commerce in the state, cooperating in the development and improvement of airports as well as supervising aeronautical activities and facilities. It also awards capital improvement bond grants for eligible airport improvement projects.

New AOPA Directory is Out!

The 1992 Edition of AOPA's Aviation USA is now available to all pilots. Aviation USA is aviation's most comprehensive preflight guide of airports, flight operations and regulatory data.

The directory is best known for its inclusion of 4,200 on-airport service providers and 5,400 public-use airports, seaplane bases and heliports.

This reference book offers airport diagrams, and local phone numbers for private-use airports willing to grant landing permission.

The directory also lists U.S. Customs facility airports and airports of entry.

Call 1-800-LIFTOFF to order.

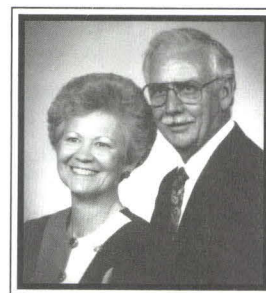
Charles Taylor Retires From Columbia Metro

Continued from Page 1

tained approximately 500 spaces and the shorter runways were beside buildings constructed on the airport during World War II. Today, the airport has more than 2,000 parking places and runways over a mile in length.

During his tenure, Charles has shaken hands with many Presidents and celebrities. Among the highlights were Elvis Presley and Buddy Ebsen. Before coming to the airport, Charles was employed by the S.C. Department of Health and Environmental Control, R.L. Bryan Printing Company, and the Columbia Fire Department.

Charles and his wife, Carolyn, have three children—Charlene,



Charles & Carolyn Taylor

Chuck, and Carole and three grandchildren. Charles looks forward to enjoying his family and traveling.

"The airport has been good to me and I appreciate the years in which the airport family has stood by me. I want to thank all the folks that I have worked with during the last 24 years for their assistance and understanding," expressed Charles.

FYI From the FAA

Human Behavior: The #1 Cause of Accidents

Most aircraft accidents are highly preventable. Many of them have one factor in common: They were precipitated by some human failing rather than mechanical malfunction. Pilots who lived through accidents generally knew what had gone wrong. They

"When a tragic accident occurs, people angrily ask why 'someone' doesn't do something about the obvious risks certain pilots take."

were often aware of the hazards at the time they elected the "wrong" course of action, but in the interest of expediency, cost-saving, self-gratification, or similar irrelevant factors the wrong course of action was nevertheless selected.

It is a well established fact that our emotional makeup is largely responsible for the accidents we get into. Few of us are mentally ill, but not many of us are perfectly balanced either. The following list was assembled as a result of an international study on accident proneness. (Accident proneness by Shaw and Sichel; published by Pergamon 1971.) If a person fits several of the following, he or she is likely to be accident prone.

Traits frequently found among people considered quite normal are:

The selfish, self-centered, or id-directed person.

The highly competitive person.

The over-confident, self-assertive person.

The irritable and cantankerous person.

The person who harbors grudges, grievances, and resentment.

The blame-avoidant person who is always ready with excuses.

The person with marked antagonism to and resistance against authority.

The frustrated and discontent person.

The person who is unduly sensi-

tive to criticism.

The helpless and inadequate person who is constantly in need of guidance and support.

The chronically indecisive person.

The person who has difficulty in concentrating.

The person who is easily influenced or intimidated.

The careless and frivolous person.

The people who are very lacking in personal insight and an appreciation of their own limitations.

The people who have the sort of personality pattern that predisposes them to drink or drugs.

The person who has suicidal tendencies or who indulge in suicide fantasies.

The people who exhibit the personality characteristics commonly associated with immaturity, such as: foolhardy impetuosity, irresponsibility, exhibitionism, or inability to appreciate the consequences of their actions.

When a tragic accident occurs, people angrily ask why "someone" doesn't do something about the obvious risks certain pilots take.

There are some "do's and don'ts" available to pilots that, by all statistical probabilities, could ensure the prevention of most accidents.

On top of this list are the Federal Aviation Regulations and supporting Advisory Circulars. Born of a lot of know-how and practical experience, they are your checklist for survival.

There is also the FAA sponsored Wings Program. This worthwhile program routinely helps pilots take the rust off their proficiency. Look for a yellow flyer in your mailbox and come to the meeting. Ask a flight instructor about it. This is a real good program that can help us all.

So why do we still break rules?

It is mostly for immediate gratification of some emotional need as the above list of bad risks so clearly points out. It is common knowledge that a lot

of things we often indulge in are not good for us (like smoking, speeding, gambling, etc.). We know this with our intellect but, unfortunately, are lives are too often guided by our emotions and this certainly holds true in aviation.

The existing rules would go along way to remedy this situation by the same personality traits that cause irrational breach of safety also make a person prone to disregard the rules that would ensure a safe operation.

The study also came up with a model of a good accident risk. According to this study, when you behave as a bad accident risk, you are showing your emotional weaknesses to everyone around you. The "good accident risk" model however, portrays an entirely different person.

Traits found in people considered to be good accident risks are:

The well balanced person.

The mature person.

"There are some 'do's and don'ts' available to pilots that, by all statistical probabilities, could ensure the prevention of most accidents."

The person with a healthy and realistic outlook.

The person with kindly and tolerant attitudes toward others.

The person with an ingrained sense of responsibility.

The people who are essentially moderate individuals, able to exercise adequate control over their impulses and emotions.

The people with positive attitudes.

The contented people who are not outstanding, but who are friendly, cheerful, adaptable and accepting.

The people who have weaknesses and limitations, but are realistically aware of them and are careful and moderate in their behavior according to their limitations.



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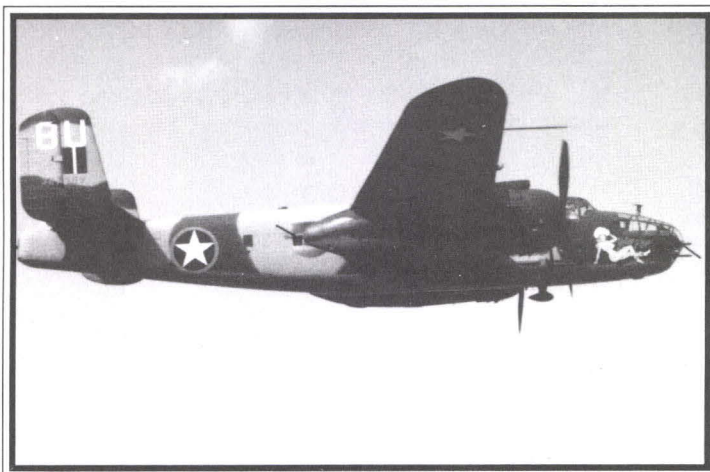
This Month...

Inside Palmetto Aviation

- Doolittle Raiders Celebrate in Columbia
- 1992 AOPA Aviation USA is out!
- United Pilot Al Haynes talks about luck and survival

...and much much more!

Confederate Air Force Sends a Yellow Rose to Doolittle Raiders



A "Yellow Rose" of congratulations was sent to the Doolittle Raiders in celebration of their fiftieth anniversary in Columbia.

Hundreds of well-wishers turned out to see the restored B-25 Mitchell from the Confederate Air Force which flew into Columbia Downtown Owens Field as part of the Doolittle Raiders anniversary.

The "Yellow Rose" is a type B-25 WWII medium bomber used by Jimmy Doolittle's Raiders when they attacked Japan in 1942.

The B-25 was the first bomber used to launch from an aircraft carrier and could carry a 3,000 lbs. bomb load with a range of 1700 miles.

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